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ANSWER

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29 June 1996



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In reference our discussion the other day, I am enclosing an
isobetic Chart of the temperature conditions at Lamberton for
16 June 1956.

Although I have been unable to establish the altitude being flown at the time of the overheat condition, it was probably in the vicinity of 65,000 feet. A quick reference to the chart will indicate that at that time the temperature was in the neighborhood of minus 52° centigrade. Incidentally, the pencil line indicates the pseudo-adiabatic condition at 0600^H, while the ink line indicates the condition at 1500^H. Outside of a major change between 33,000 and 49,000 feet, there is every indication that the temperature lapse rate for the 1500^H time was within 2° of that recorded at 0600^H. You will notice that there is an inversion between 64,000 feet and 79,000 feet. However, even in the vicinity of 70,000 feet the temperature was still minus 52° centigrade (no appreciable change).

Referance my request for weekly status report of engines in your possession, I would appreciate it if you would start these 9 July 1956 sending reports every Sunday with the status being reported as of close of business the preceding week.

dangerously.

Enclosure:
Glucose-Adiabatic Chart

8 AM: vt (30 June 1956)

Dist: Orig & 1 [redacted] (Pratt & Whitney)
cc - Proj Director, ey 3

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- LO, cy 5
- Contracts, cy 6
08018010 Barone, cy 7

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